

ALL SAFELY OFF SLAVONIA

CREW LANDED AND WRECK LEFT TO THE ROCKS.

Transfer of Passengers by Night Accomplished Without Mishap—Ship Full of Water to the Hatches. Crew Leave Her—Stowage Passengers in Panic.

Special Cable Dispatch to THE SUN.

PONTE DELGADA, Azores, June 12.—The rescue of the passengers and crew of the Cunard Line steamer Slavonia, totally wrecked off the island of Flores while bound from New York for Mediterranean ports, was another great triumph for wireless telegraphy.

The operator in charge of the wireless apparatus on the steamer Prinzess Irene, which assisted in the work of rescue, telegraphs that at noon Thursday he received the call "C Q D," the wireless signal of distress, when the Prinzess Irene was 180 miles distant from the place where the Slavonia had stranded.

The place of the wreck was designated by the wireless operator on the Slavonia after he had received the Prinzess Irene's answer to his call for help. The steamer Batavia also received the call at the same time and both vessels hastened to the rescue.

They reached the Slavonia late at night and found her on the rocks two miles south of Flores. Arrangements were at once made for the transfer of the passengers on the wrecked steamer, and this work occupied the rest of the night, it being accomplished without a single accident to either the rescuers or the rescued.

The Slavonia's passengers were apparently mighty glad to abandon her, as she was lying in a bad position and a nasty sea was running. The next morning the Prinzess Irene left the scene of the wreck for Gibraltar. At that time the Slavonia was full of water up to her hatches.

It was impossible for the crew to remain longer on the ship and orders were given for them to leave her. They went ashore in their own boats at 10 o'clock on Friday morning.

The Slavonia is a total loss. Salvage is impossible.

The Slavonia went ashore late Wednesday night. She was proceeding at her usual speed when she struck a sunken rock which is said not to be marked on the charts. An immense hole was ripped in her bottom, through which the sea rushed in huge volumes. She filled almost immediately, but was prevented from sinking by the fact that her hull was resting on the rock.

There was great excitement among the passengers, and the officers had much difficulty in restraining them, especially the Italians in the steerage, although they were at no time in any danger.

The shore was two miles distant from the place where the accident occurred, and the Slavonia's boats were made ready to transfer the passengers if the steamer showed any signs of breaking up. As she held together the passengers became calmer and waited anxiously for a response to the wireless call for help, which was kept continually going by the Slavonia's operator.

Replies were received from the Prinzess Irene and the Batavia shortly after noon Thursday, but it was twenty-four hours after the Slavonia stranded before help reached her. It was the wireless news that help was approaching that induced the Slavonia's captain to keep the passengers aboard.

Full details of the stranding of the Cunard Slavonia on the volcanic rocks off the south side of the island of Flores, the most westerly of the Azores, will reach this continent on the arrival at Gibraltar of the North German Lloyd steamship Prinzess Irene. The Prinzess Irene took off all the cabin passengers of the Slavonia, and some of them will stop at Gibraltar. The first news of the wreck received by the Cunard Line agency in this city came yesterday from Capt. A. G. Dunning of the Slavonia by way of the line's Liverpool office and said:

"Slavonia ashore south side of Flores Island. Passengers safely landed; proceeding; saloon on Prinzess Irene, third class on steamship Batavia."

That was all the Cunard Line knew of the accident. It was naturally inferred that there was no loss of life and that the Slavonia came to grief in a comparatively placid sea, otherwise there would have been trouble in taking off everybody.

The Prinzess Irene, which is equipped with wireless, received just before midnight on Wednesday the signal to stand by, C Q D, and her wireless man became alert. She was then 180 miles to the west of the Slavonia, which is a long distance for ships with wireless apparatus of ordinary sending power to interpret readily each other's signals. The Prinzess Irene hit it up to her limit, about fifteen knots, and reached the Slavonia on Thursday afternoon. The transfer of the passengers was finished before daylight on Friday, the liners using their searchlights to assist the men in charge of the lifeboats.

The Hamburg-American liner Batavia got in touch with the Slavonia later and volunteered to take off the 300 steerage passengers. After this had been done the commander of the Batavia asked Capt. Dunning if he and his crew did not want to abandon ship. Capt. Dunning declined to leave until he was satisfied that there was no hope of saving the Slavonia. After the Batavia had gone on her course Capt. Dunning apparently decided that he would have to let Davy Jones take the trick at the wheel, as he and his crew were reported by a despatch that reached this city from the Azores yesterday as having been landed in a tug that had been sent from Flores.

The North German Lloyd Line received word that seventeen Cook tourists who had sailed by the Slavonia were among the passengers taken aboard the Prinzess Irene. One New Yorker, Charles A. Potter, was in the party. Other passengers by the Slavonia who are expected to arrive at Gibraltar on Sunday by the Prinzess Irene are Mrs. S. H. Miltenberg and her son and daughter, Albert and Josephine, and Vincent P. Moehan of 860 West End avenue, a friend of the Miltenbergs. Mrs. Miltenberg is the wife of

\$1,500 PAID FOR SECRECY

FOOLISH LAVISHNESS LED TO RUIN SUICIDE EXPOSE.

Dead Woman Believed Another Woman Had Supplanted Her With A. G. Vanderbilt—Official Inquiry as to Bribery—Horse Show Directors May Probe.

Special Cable Dispatch to THE SUN.

LONDON, June 12.—The scandal and mystery connected with the suicide of Mrs. Mary Agnes Ruiz is now sufficiently explained to make it clear that the dead woman was driven to take her life through a belief that she had been supplanted in the affections of Alfred G. Vanderbilt.

Mrs. Ruiz had appeared most happy until the last few weeks, and there is no doubt that she was deeply in love with Mr. Vanderbilt. It was not until after she was established in the Grosvenor street house that she lost her spirits and became more and more melancholy. She had been extremely unfortunate in her marital relations. Her first husband died and she lived only one week with Ruiz, her second husband, from whom, it is said here, she was divorced before, not after, she met Vanderbilt.

The latter showed her every devotion until two months ago. His attentions were entirely private until he was divorced, and she fully expected to marry him. She accompanied him in public on many occasions in London and Paris in the last few months. It was only a few weeks before her death that she distinctly grew to believe that there was another woman in the case. Her despondency then increased daily until she committed suicide.

The manner in which the case was successfully suppressed for more than three weeks is a story in itself. It is a notorious scandal that cases in the minor courts of London, including the coroner's inquests, can be kept from the public by the judicious distribution of a little money. Cash was splashed about with stupid lavishness in the present instance, and it was that which finally led to the exposure. It cost only \$17 not long ago to suppress a scandalous divorce case.

The reputable papers are in no way responsible. They depend for such news upon underpaid news agency reporters. The sensation caused by the revelations in the Ruiz case, especially the confession of one of the bribed reporters, will result probably in the reorganization of the system. No London paper has as yet dared to name Vanderbilt in connection with the case.

It is expected that an official investigation will be made regarding the suppression of the news of the inquest. The sum paid in various ways to secure secrecy is said to have been \$1,500.

One of the reporters, who admitted receiving a bribe of £10, or \$50 for suppressing his report of the Ruiz inquest, states to-night that the money was paid to him by Webb Ware, who is A. G. Vanderbilt's London lawyer.

C. F. Williamson, who represented himself as the agent of Mrs. Ruiz, settled her affairs, made arrangements for the inquest and paid all her bills, is stopping at a London hotel. He is a well known art dealer in Paris. When questioned to-night he refused to say a word about the case, but was anxious to talk about the weather and the horse show. He refused to say whether he was an agent for Mr. Vanderbilt. He testified at the inquest that he had been Mrs. Ruiz's agent for a year past.

All the personal effects of Mrs. Ruiz, including her jewelry and plate, have been sent to Paris by Mr. Williamson in his capacity as agent.

The directors of the horse show are resenting the scandal in connection with one of their number and have declared their intention to demand an explanation. The woman who is now described as the rival of Mrs. Ruiz has not visited the show since Thursday. She is as expert a horsewoman as Mrs. Ruiz was.

Mr. Vanderbilt appeared at the horse show to-night. He was dressed in a nonchalant, and apparently in high spirits. When a reporter asked him if he wished to make any statement about the Ruiz case he smiled and replied urbanely: "No, nothing at all."

He had a coach in the ring in one of the events. It was driven by Mrs. A. C. Abrahams of Norfolk street, Park Lane.

Mr. Vanderbilt did not appear in the ring or in a box at the show. He remained only a short time, giving directions in regard to his horses. He has entered two coaches in the annual coaching parade at Hampton Court next Tuesday and he declares his intention to drive one of them.

PRESIDENT REYES TO VISIT U.S.
The Colombian Executive Taking a Vacation for His Health.

WASHINGTON, June 12.—President Reyes of Colombia is to visit the United States. There has been no official notification of his visit, but private advices received here seem to indicate that he is already on his way to the United States and will arrive in New York about June 15.

It is said that President Reyes is coming for his health, which is not good, and that before returning to his own country he will visit Europe. During the absence of Gen. Reyes the Government will be in charge of Gen. Jorge Holguin, an eminent Colombian politician and Government leader.

It is said here that Gen. Reyes is not in any way relinquishing the Presidency, but is merely taking a vacation. His trip is surprising, however, as there has been no intimation of his departure from Bogotá, at least not for the United States. There was a message to the State Department some days ago to the effect that President Reyes had left the capital.

DOWN'S JURY DISAGREES.
Baltimorean Charged With \$67,000 Theft From City to Be Tried Again Soon.

BALTIMORE, June 12.—The jury in the case of William F. Downs, the clerk charged with stealing \$37,000 from the city, announced to-day a failure to agree after being out twenty-four hours and were discharged. They stood eight for conviction and four for acquittal.

Judge Stockbridge said that Downs's second trial will follow a murder case to be tried this week. Former Congressman Wolf will endeavor to have Downs's bail of \$25,000 reduced.

Decides Against Harvester Company.
TOKYO, Kan., June 12.—The special commissioner of the Kansas Supreme Court filed to-day his finding in the ouster suit against the International Harvester Company. He holds that the company violated the anti-trust laws and did not pay its charter fee. This means that the company must either change its methods and pay \$60,000 or go out of business.

CARGO OF ARMS CAPTURED.

Revenue Cutter Gets Outfit Supposed to Be for Venezuelan Revolutionists.

WASHINGTON, June 12.—The Treasury got word to-day that a steamer called the Nanticoke, loaded with arms supposed to be for a revolutionary movement in the interest of former President Castro of Venezuela, had been captured by the revenue cutter Pamlico. The capture was made in the Chowton River, Albemarle Sound, near Edenton, N. C. It was effected as a result of information received here and communicated to the commander of the Pamlico that an insurrectionary movement was on foot threatening danger to Venezuela.

NORFOLK, Va., June 12.—The steamer Nanticoke, alleged to be a filibuster operating in the interest of Castro of Venezuela, was in Blackwater River at Franklin, fifty miles west of Norfolk, to-day. A citizen of Franklin boarded the vessel. No member of the crew objected, although an air of mystery was observable aboard. The vessel had aboard all the coal which she could carry. The coal was said to be for fuel, but a great quantity of almost anything could have been stored away beneath it.

The Nanticoke, it was said, was to drop down the Blackwater either to-night or to-morrow, for what purpose it could not be ascertained other than that she was to meet another vessel somewhere. The Blackwater River flows into Albemarle Sound.

MINING BROKER ARRESTED.
W. R. Coe and Others Charge Lionel R. Hare With \$50,000 Fraud.

LOS ANGELES, Cal., June 12.—Lionel R. Hare, formerly president of the Kongsarch Alaska Mining Company, was arrested at his home in Los Angeles yesterday charged with defrauding eight New York business men of \$50,000 by making false representations regarding Alaska mining properties. Hare is a mining broker and formerly lived in New York. He was taken to the county jail in default of \$50,000 bail.

The arrest was the result of a civil suit begun on June 2 and was made upon an order issued by Judge Curtis D. Wilbur. The complainants are John D. Barrett, Herbert Appleton, William Brooks, Douglas F. Cox, William R. Coe, James B. Dickson, William H. Dwyer and John A. Hopkins. They recently assigned their interest in the Alaska mining property in question to Attorney Frank E. Powers, instructing him to take action against Hare.

Hare organized the Kongsarch Mining Company in 1907 and sold nearly 300,000 of the 1,000,000 shares of stock. He is said by the complainants in the suit to have made false statements regarding development work and extent of mineralization.

NEW POLITICAL ORGANIZATION.
Thomas Gilligan, Timothy F. Driscoll and Comrades Incorporate Themselves.

The Jefferson Hall Society, with principal offices in New York city, was incorporated at Albany yesterday for the purpose of gaining the right under the election law to act as a political party with an emblem of its own. The plan of the organization is to range itself among the political parties as the Jefferson Hall Democracy and to use as its emblem "Independence Hall."

The directors of the society include Thomas Gilligan and Timothy F. Driscoll, who used to be followers of William R. Hearst; Edward A. Lynch, Bernard Eckman and Max Stern of New York and Terrence Connolly of Brooklyn. The certificate of incorporation represents the object of the society as being to promote the selection of fit men for public office and to unite in one movement all organizations having a common aim.

The organizers say: "The coming campaign will give an opportunity to independent Democrats to give expression and voice to their preferences, and the old party column will not be the only one in which the voter may register a vote for a Democrat."

TRIED TO SMUGGLE OPALS.
\$4,000 Worth of Stones Listed at \$50 Intercepted at San Francisco.

SAN FRANCISCO, June 12.—Through the vigilance of Deputy Collector Wilcox of the customs bureau at the post office a large consignment of opals has been intercepted here on its way from Sydney, Australia, to S. R. Finney of Rector street, New York.

The package was entered at \$50 and would have gone through free of duty. Wilcox, who knows something about opals, turned the stones over to an assistant appraiser, who reported them worth more than \$4,000. Though the lot was entered at Sydney as having a value of \$50, each of the small packages of stones contained a private memorandum wrapped in tissue showing the real value.

The stones were not confiscated but were returned by Postmaster Fisk to the postmaster at Sydney.

BEVERLY READY FOR TAFT.
But Taft Isn't Sure When He'll Be Ready for Beverly.

EVERETT, Mass., June 12.—Everything is in readiness at the Stetson home on Burgess Point for the occupancy of President Taft and his family.

President Taft has sent word that he will come to Beverly after the Vermont celebration, but if Congress is still in session he will return to Washington and join his family here later in the month.

Mrs. Susan Longworth, mother of Congressman Longworth, is expected to arrive next week and her home off Shinoz Beach is being prepared. Congressman Longworth and his wife are expected later in the season. It is said that they will spend most of their summer on the Roosevelt estate at Sagamore Hill.

The rooms which have been assigned for administrative work in the Board of Trade Building are in readiness for the clerical force which will be at the summer capital after the arrival of the President.

PAINTS FIREWORKS FOR THE 4TH.
New York City, June 12.—The city of New York is preparing for the 4th of July.

YALE OARSMEN SAVE LIVES

LIEUT. FENGAR AND HIS WIFE PULLED FROM THE THAMES.

Three Coxswains Dive From Their Shells and Keep the Man Afloat While Their Comrades Lift the Woman Aboard—Canoe Capsized Near Varsity Course.

NEW LONDON, Conn., June 12.—While Yale's launch was at the lower end of the Thames course at 6:30 o'clock this evening taking on the varsity eight after their time row the two varsity fours and the freshman four oared crew figured in a rescue that would have been a head liner for a moving picture concern.

The four oars were ordered by Coach Kennedy to row short stretches in the vicinity of the two mile flag off the navy yard. While they were maneuvering at that point Coxswain Copp of the second varsity four heard cries of distress from a man and a woman whose canoe had capsized and who were floundering about the craft vainly trying to keep afloat by grasping it.

The second four pulled with all their might toward the couple. The first varsity and freshman fours, taking in the seriousness of the situation, bent to their oars and also were soon alongside of the canoe and its late occupants.

The three coxswains followed one another jumping from their respective shells. The main efforts were at first directed to saving the woman, who was fast becoming exhausted. The second four shell was skillfully maneuvered alongside of the canoe, which bore the name of "Lillian," and the woman was lifted out of the water by the brawny oarsmen and safely deposited in the coxswain's seat in the second four oar shell, where she collapsed.

The man was kept afloat by the swimming coxswains until a rowboat and the launch Waldine appeared. Then the half drowned couple were taken to shore and physicians were sent for. The names of the coxswains who leaped overboard are Cass of the first varsity four, Copp of the second four and Bayne of the freshman four oar.

The capsized couple proved to be two well known New London residents, Lieut. and Mrs. Cyrus B. Fengar of 27 Post Hill. Lieut. Fengar served several years in the United States Navy and was an officer on the revenue cutter Gresham when he resigned.

This evening Lieut. and Mrs. Fengar were rapidly recovering. They telephoned thanks to the Yale oarsmen for their timely assistance.

ANOTHER WEST SIDE BULL.
The Cause of a Bit of Excitement North of Hell's Kitchen.

Jim Moehan, elevator man for Demarest & Eckerston, show case manufacturers, of 301 West Forty-first street, got the idea when he saw a steer come tearing down the street toward him last night that he was needed at the top floor of the building. He made a dive for his car, but before he could make it ascend the bull plunged in, regardless of door and window glass. Jim got out and about thirty men, women and children presently told him that the bull had come all the way from Stern Bros' stock yard down in Hell's Kitchen.

Several local strong men tried to grab the horns of the animal and generally failed in the street. The bull hoisted John C. Backus, who tried to lasso him. He snuffed at a saloon at the southwest corner of Tenth avenue and Forty-fifth street. The bartender grabbed a bangstarter, but the bull doubled on his trail and started up town. Twenty men, including half a dozen policemen, got into the chase. A man and woman who were not of the party dodged so suddenly that both tumbled over trying to get away. A policeman was knocked down and his uniform was soiled.

The bull was finally cornered in Forty-seventh street between Tenth and Eleventh avenues. The stock yards were notified and the bull got a free ride home.

BOMB DESTROYS A CHURCH.
Leaders in Ohio Fight on Rum Are Beaten by Dynamiters.

TOLEDO, June 12.—The First Presbyterian Church at Leetonia, Ohio, was dynamited last night. One wall was blown out and the remainder of the building so badly damaged that it will have to be torn down.

Last Wednesday night the Rev. Joseph Gunn, pastor of the church, found an unexploded dynamite bomb on the doorstep of the home of Samuel Fulle, an elder of the church, and like Mr. Gunn a leader of the prohibitionists in the local option fight.

The County Commissioners offered to-day a reward of \$500 for the capture of the dynamiters. The sheriff and a posse have been searching all day.

The destroyed church was valued at \$15,000. The Rev. Mr. Gunn is a leading member of the Civic League. Since Columbiana county voted dry he has been active in ferreting out bootlegging and the prosecution of those accused of the illegal sale of liquor.

DETECTIVE ROBBED.
Thieves Make Off With Handbag Containing Jewelry and Papers.

How Phillips, a Pennsylvania detective, notified the Newark police last night that his glitzy bag, containing a diamond brooch valued at \$50, several scarfpins and two notes, one for \$3.50 and the other for \$10, had been stolen from a house on Newark avenue, Newark, which he occupied until yesterday.

Phillips said that he left the bag in the house while he went to a freight yard near by to see that his furniture was safely loaded on a car for shipment to Waterbury, Conn., where he is to live. When he returned it was gone. The larger note was made by J. P. Sherrer and the other by Clarence M. Phillips.

Neighbors who saw two rough looking men leaving the house.

Sound Freighters Hit Schooner.
The freighter Massachusetts of the New England Navigation fleet collided yesterday off Eaton's Neck in Long Island Sound while bound for this city with the schooner Susan N. Fiskering and towed the latter to City Island after carrying away her bowsprit, jibboom and headgear. The tip of the jibboom punctured a hole in the starboard bow of the Massachusetts.

MESSAGE FROM ABRUZZI.

Duke and Duchess of Guise Said to Be Bearing It to Miss Elkins.

Special Cable Dispatch to THE SUN.
ROME, June 12.—The Duke and Duchess of Guise are passengers traveling under the strictest incognito on the steamer Berlin, bound for New York.

It is reported that they are likely to meet Miss Katherine Elkins and, will give her a message indirectly sent by the Duke of the Abruzzi.

OFF THE SHIP BY A ROPE.
Belated Messenger Boy Objected to Sailing for Antwerp.

A messenger boy who boarded the Red Star liner Kronland just before she sailed yesterday for Dover and Antwerp was unable to find the person for whom he had a despatch until the gangplank had been taken down and the liner had begun to move. He then came out on a lower deck and realized that he might have to take an ocean trip unless he did something in a hurry. He saw a rope dangling from the side and he climbed over the port rail and, lowering himself to the level of the pier, kicked against the ship and swung in on the pier. He dashed away then before anybody could make out his number.

MISHAP TO GOODALE'S CRAFT.
Young Aeronaut's Airship Hits a Tree and Barely Misses a Live Wire.

Frank W. Goodale, the young aeronaut who is making daily flights at the Palisades Amusement Park, met with his first mishap last evening when he crashed into a tree in the park. The collision broke his propeller and he dropped down among the trees dangerously near the high tension wire of the Hudson River Railway line.

Goodale had made a successful flight at 5 o'clock and he essayed another about 7 o'clock. The young aeronaut was but little concerned over the accident and he began to disrobe in the tree, hopeful that there was enough gas left in the balloon to carry him back to his tent. His shoes came off first and one landed on the head of a spectator. His sweater was thrown away, but his manager stopped further disrobing and sent assistance to the stranded aeronaut.

Goodale said he would make repairs before time for his flight to-day.

ADVENT OF NEW CHAUFFEUR.
He Takes a Boy to the Hospital and Awaits the Police.

While playing ball at Eleventh avenue and Sixteenth street early last evening Johnny Rankin, a thirteen-year-old school boy living at 508 West Sixteenth street, ran in front of a moving taxicab and was knocked down. The driver of the taxicab, John Marconi of 328 Ninth avenue, put the boy in his car and rushed him to the New York Hospital. There he asked that the police be notified and sat down to await their coming.

Policeman Cassidy took Marconi to the West Twentieth street station, where Lieutenant Powers commended the chauffeur on his good sense. Young Rankin, it was soon learned, was uninjured, and Marconi was quickly released on bail after being technically charged with assault.

MONOPLANE CARRIES THREE.
Brierley Takes Santos-Dumont and Four-ner On 1,000 Yard Flight.

Special Cable Dispatch to THE SUN.
ISSY LES MOULINEAUX, June 12.—M. Brierley, carrying Fournier and Santos-Dumont, made a record flight of 1,000 yards in his monoplane to-day at a height of from 15 to 20 feet from the ground. The weight of the machine with its three occupants was 1,232 pounds.

OPPOSED TO BENZOATE OF SODA.
Delegation From the American Medical Association Call on the President.

WASHINGTON, June 12.—A delegation representing the American Medical Association, headed by Dr. C. A. T. Reed of Cincinnati, called on President Taft to-day to protest against legislation which is proposed by the association. The delegation told the President that in their opinion the courts instead of a Government board should have the determination of what constitutes injury in food. The medical men are opposed to the use of benzoate of soda as a preservative in food products, and they urge that all factories and plants where food products are made should be subject to Federal inspection.

TWENTY LOST IN TORPEDO BOAT.
Russian Battleship Sinks Smaller Craft in Black Sea Maneuvers.

Special Cable Dispatch to THE SUN.
ST. PETERSBURG, June 12.—The Russian torpedo boat Kambla was sunk last night in the course of maneuvers in the Black Sea. She was rammed by the battleship Rotavil.

The vessel was one of several engaged in night practice near the entrance to the harbor of Sebastopol. The Kambla suddenly swerved from her course in front of the big ship, which she was supposed to be attacking. She was at once cut down.

The commander of the submarine, Lieut. Aquilov, was on deck at the time of the accident. He was saved, but Capt. Blieloff, commander of the torpedo flotilla, two officers and seventeen men of the crew went down with the vessel.

STOVE FACTORY WRECKED.
Peninsular Company's New Stock Falls Through Six Floors.

DETROIT, June 12.—The flooring in one of the main buildings of the Peninsular Stove Company gave way this morning, carrying with the wreckage at least two men, who have been rescued, and possibly three or four more who are unaccounted for.

The building contained practically the whole stock of the Peninsular company to be sold for the winter of 1909-10. The first floor to give in was the sixth. From there a mass of timbers, stoves, crates and stove parts crashed through to the basement.

A gas pipe in the basement which burst started a fire which was extinguished in about half an hour. The building was built thirty-two years ago by the Havemeyer Sugar Company and had been occupied by the stove company for twenty-seven years.

CUSTOMS SEARCHES STRICT

MRS. LONSTORF OF MILWAUKEE ONE OF THE SUFFERERS.

She and Her Daughters Have to Submit to a Search of Their Persons—Ellis Rawls Reader Claims Foreign Residence—Treat All (Americans) Alike.

Among returning travellers who came to grief yesterday at the hands of customs inspectors were Mrs. Margaretha Lonstorf of Milwaukee, described as the owner of more iron ore lands than any other woman in the world, and Mrs. Ella Rawls-Reader, once described by her husband as the most wonderful wife in the world.

It was Deputy Surveyor John J. Raskiewicz's first day in charge of the third division, which attends to the landing of passengers and baggage. He was assisted by his chief of staff, a young man but an old hand in the business, Deputy Collector Alexander McKeon, and all the talent of the plain inspectors, including two women, Mrs. Clark and Mrs. Darragh.

The instructions from Collector Loeb were that all suspects, whether or not they might be of social position, should be treated alike and that every customs man and woman should have the credit of what ever he or she accomplished. There was not an inspector or an inspectress who was not almost tremendously ambitious to do his or her duty to the limit. Everybody was slouching.

The first result was that a number of folks who had declared themselves to be foreign residents and thus entitled to bring in practically what they pleased were examined with much more minuteness than usual. One of the persons claiming foreign residence was Mrs. Ella Rawls-Reader, who arrived by the Hamburg-American liner Amerika. She had about \$1,500 worth of dresses. They were sent to the public stores pending a decision on her claim.

By the Amerika also arrived Mrs. Lonstorf and her daughters Camille and Edwina. Several friends of the Lonstorf met them on the pier. Acting Deputy Surveyor Isaac Harris noted that the Lonstorf were wearing furs, although the day was warm. He observed also that friends of the passengers subsequently sat on the furs after they had been taken off and laid on a trunk a long distance from the baggage of the travellers.

Deputy Harris asked some questions about the furs and heard first that they had been bought in St. Louis and that they were being repaired abroad. The mother and her daughters each had declared that she had only the regulation \$100 worth of dutiable stuff. The incident of the furs inspired the customs men, who were told that they might get into trouble meddling with the mighty of Milwaukee, to make a very careful inventory of the things in the trunks of the party. In all about \$3,000 worth of material pronounced dutiable was disclosed, including the furs, the value of which was estimated by an appraiser at about \$1,500.

The women bore with some fortitude the searching of their baggage, but they got very nervous when they were told that they were suspected of having other dutiable things on their persons and that they would have to submit to search by the women inspectors, Mrs. Clark and Mrs. Darragh. The Lonstorf were escorted to a stateroom aboard the liner and gave up a necklace, some other jewelry and several silver and gold beaded purses.

It took the customs men about two hours to get through with the Lonstorf, who then went to the Waldorf-Astoria. The furs, other clothing and jewelry were taken to the public stores.

The customs officials say that there will be a rigid enforcement of the law against anybody, with or without pull, political or social, who tries to get dutiable goods in undeclared.

MILWAUKEE, June 12.—Mrs. Margaretha Lonstorf owns more iron mine lands than any other woman in the world. She lives in Milwaukee with her two daughters and her son George, who handles her financial affairs and her property is estimated to be worth millions, though its value is hard to estimate, as it is largely in iron ore bearing land, on which she receives enormous royalties from the operating companies. Mrs. Lonstorf is the owner of the heaviest interest in the famous section 30 iron ore lands in northern Minnesota, over which a fight was waged for a decade finally reaching the United States Supreme Court a couple of years ago. At that time the value of the ore on this tract was placed at \$15,000,000.

NO TRACE OF HOLLAND BENNETT.
Wife Utterly Rejects Suicide Theory—Suffered From a Nervous Disease.

Special Cable Dispatch to THE SUN.
NAPLES, June 12.—The departure of the steamer Berlin, from which Holland Bennett, the young Boston lawyer and bridegroom, mysteriously disappeared on Thursday, has been delayed until 4 o'clock to-morrow morning.

The police collected the evidence of all the first class passengers to-day and made another thorough search of the ship. One of the passengers said he saw Mr. Bennett smoking on deck three hours after the Berlin left Genoa.

Mrs. Bennett will continue the voyage to New York. She persists in excluding the theory of suicide to account for her husband's disappearance. She admits, however, that Mr. Bennett suffered from a nervous disease.

LOST IN LAKE MICHIGAN.
Bliss Durbin, Nine Owner, Apparently Jumped From a Steamer.

CHICAGO, June 12.—Bliss Durbin, a mine owner of Patton